

# Staten Island Has Many Charms Worthy of Consideration

## MAC MAST WATER AREA

Staten Island Is So Lavishly Endowed in This Respect, Say Experts, That Harbor Facilities Can Be Quickly Increased.

## BARGE TERMINAL PLAN MEETS WITH HEARTY APPROVAL

Staten Island is destined to be one of the greatest shipping and manufacturing centers of this country. It has many miles of undeveloped waterfront which would be suitable for the use of the largest ocean greyhounds afloat or planned and for the erection of a great union terminal for seacoast and ocean liners and all the trunk lines of railways entering the greater city.

Such an addition to the improved waterfront of Staten Island is needed at once if the metropolis of the New World is to maintain its commercial supremacy, according to the majority of experts on such matters. And these same experts, after a most thorough analysis of all the water facilities of New York Harbor, of the East and North rivers and of Long Island Sound, unequivocally assert that the development of the splendid waterfront area of Staten Island will solve the dock, wharf, lighterage and other correlative problems.

It is also their opinion that with the carrying out of this necessary project for the proper expansion of the harbor facilities the cost of handling freight will be considerably less, and, furthermore, there will be a quicker communication between shipper and producer or manufacturer and retailer. There should consequently be a proportionate decrease in the price of many farm products and factory ware to all kinds of buyers in Manhattan and the other boroughs of the city.

Some engineering experts have looked fondly at that vast stretch of salt marsh land known as the Hackensack meadows in hope of solving some, if not all, of New York harbor's difficulties. "Why look outside the boundaries of New York?" ask those brainy men who have devoted many months to the determination of the value for commercial purposes of the shore line of Staten Island. "It is well worth a search further. Immediate and future demands of the metropolis for new and better harbor service can be adequately supplied by Staten Island. The New Jersey schemes would divert business from the city and depreciate the value of waterfront properties."

The plan of the Staten Island Chamber of Commerce for the development of the waterfront sites on a prodigious scale has been characterized as practicable, and one that should be immediately put into effect. The plan provides for a large canal terminal on the southeast side of the island, T. Kennard Thomson, C. E., recently suggested that a somewhat similar location on the island be utilized for the creation of artificial harbors for ocean steamship traffic.

The improvement planned by the Staten Island Chamber of Commerce would not only be, it is said, a basin for barges coming down on the enlarged Erie Canal, but also a harbor for ocean-going steamships intending to discharge or take on freight or passengers.

The Staten Island terminal can be used as an unloading berth for any kind of power size and construction, for the westbound and southbound freight, and as a railroad and water terminal combined it will afford all the necessary facilities.

It extends from Fort Wadsworth to within half a mile of Midland Beach and can be extended into the lower bay any required distance.

It lies in the path of all ocean-going vessels. It has the advantage of a large adjacent acreage of cheap lands for railroad terminals.

"It is adjacent now to the Baltimore & Ohio Railroad, and when equipped with a line of railroad seven miles in length across Staten Island, it will have a connection at Port Reading or thereabouts with nearly all the trunk lines running into New York from the South and West."

"By its size it can accommodate the largest vessels afloat, as the piers can be made 1,500 feet in length by 150 feet in width, and yet there would be room between the piers of 25 feet."

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## STATEN ISLAND'S GAS SUPPLY.

The New York and Richmond Gas Company is the oldest public service corporation on Staten Island, having been organized in 1864, and in operation prior to the Civil War, since which time every possible effort has been made to "Make Gas Service Good Service and Then Some." With the completion of this year's work the company will have approximately 100 miles of street main supplying over 12,000 consumers, located principally on the south and east shores of the island.

The company has a well organized department to keep its patrons in touch with the latest improvements and to make adjustments of the art, resulting in large savings of gas ranges, water heaters, laundry and other domestic appliances, and the economies of gas for power purposes and other industrial uses.

Among the most recent installation of appliances of the latter sort is the modern refrigerating plant of the Swift Beef Company, operated by a 25 horsepower gas engine. Heaters are made acquainted with the C. W. Hunt Company, hardening and tempering furnaces at the Brington Laboratory, and metal heat treating at the United States Lighthouse Department at St. George. The plant of the Staten Island Dyeing Establishment contains the best quality of gas used to be found in this vicinity. Illuminating gas is used on fire for heating calendering hand from three or four naked gas flames, and in the C. W. Hunt Company's gas engine.

The company operates under the jurisdiction of the Public Service Commission for the First District, the Department of Public Works, Gas and Electricity, and the Department of Public Works, meeting candle power requirements and municipal regulation that make the gas service of the five boroughs of the City of New York the best in the world.

The company's general offices are located at Stapleton, with plant at Clifton, and an additional storage holder at West Brighton. A most striking peculiarity of the company's business was that during its long term of service from the late fifties until 1908, there never existed a legal rate for gas per thousand from \$5 to \$1.25 was voluntary and uncollected. In 1906, at the beginning of the long drawn out 30 cent rate litigation, the company, which was operating within the outlined boroughs of the City of New York, indicated a willingness to accept a sliding scale, making a 5 cent reduction per annum effective until 1911, when "dollar gas" in the suburbs became a realization instead of a dream.

The present management being in control for the past eleven (11) years, in their advertisements, point out that gas is one of the few necessities of life that has shown a steady downward revision in cost, showing on Staten Island a reduction of 50 per cent within the past of these years.

Over sixteen years ago Messrs. C. A. Tully, Charles Bonstetter, and J. H. Tully, who are the large works of Milliken Brothers and the highly successful and profitable Babbitt's Soap Factory.

The Marine Construction Company property is situated in the very heart of the industrial section of Mariners Harbor, on the Kill van Kull, between the Standard Varnish Works and the Hecker, Jones, Jewell Flour Mills and in close proximity to Shooters Island. Near by are the large works of Milliken Brothers and the highly successful and profitable Babbitt's Soap Factory.

## STANDARD VARNISH WORKS.

The Standard Varnish Works, which made a very small beginning a little less than half a century ago, today is recognized as one of the largest manufacturers of varnishes in the world.

In addition to the large factory, covering over seven acres on Staten Island, this company also operates large plants in Chicago, Toronto and England, besides maintaining branches in different European countries, the Orient, South America, Australia and New Zealand, and it can truthfully be said that the sun never sets on products manufactured by the Standard Varnish Works as they are sold in every civilized country.

Although this company has had a tremendous growth, it has been a steady, healthy and enduring growth, all of which shows that the business was built on a solid basis, and proves the wisdom of the founders and those to whom the burden of management was later transferred.

In order to handle the tremendous quantities of raw material and the shipment of the finished product, the company operates lighters between the Kill van Kull and the docks of the steamship companies in the different foreign trade, while their large auto trucks are used in transporting goods from the factory to the freight depots for shipment.

Many miles of underground pipes and tunnels, through which oil and turpentine are pumped from the docks to the large storage tanks, while other pipes are used to carry the finished product to the tanks in the different storage warehouses.

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## FACTS ABOUT STATEN ISLAND.

Will be within the new subway zone of Greater New York.

Has the highest point of land on the Atlantic Coast from Florida to Maine, according to surveys.

Population census of 1910, 45,943.

Public park area, 65.65 acres.

Assessed value of parks, \$229,428.

Length of public streets, 315 miles, paved, 232 miles.

Water frontage for commercial use, 10.5 miles.

Number of public schools (elementary grades), 34; attendance, 10,744.

Taxable real estate (1911), \$74,886,311.

Tax, 1911, \$1,856.

Nearly \$2,400,000 invested in new buildings last year.

Number of structures erected in 1911, 1,200.

Finest ferry in this country.

The payroll of the Standard Varnish Works has played an important part in the development of Elm Park and adjacent territory, and is recognized by the Standard Varnish Works as one of the principal factors in building up this side of Staten Island.

The Standard Varnish Works were the first to realize the value of proprietary varnishes in order that a standard of excellence could be established, and the world-wide business which this company enjoys is largely the result of these standards established many years ago, the uniformity of which has been absolutely maintained.

On account of the rapidly increasing business the company it became necessary to prepare more spacious office accommodation, and to cover this need an imposing four story office building has recently been completed one block from the factory at Elm Park, and is being occupied by the Executive Offices and the sales department.

As being one of the all the leading architects, not only in the United States but in foreign countries, recognize the Standard Varnish Works products as standard both for beauty of finish and durability.

The Marine Construction Company property is situated in the very heart of the industrial section of Mariners Harbor, on the Kill van Kull, between the Standard Varnish Works and the Hecker, Jones, Jewell Flour Mills and in close proximity to Shooters Island. Near by are the large works of Milliken Brothers and the highly successful and profitable Babbitt's Soap Factory.

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goods. In addition to this is maintained a completely equipped optical department, under the supervision of an expert optometrist.

## TWO FINE PROPERTIES.

J. W. Hughes, one of the largest real estate owners and operators in Richmond, resides at New Dorp and has his offices at No. 15 Broadway, New York. Mr. Hughes is very optimistic as to the future of the borough and as to its possibilities as an industrial center. His developments at New Dorp, Oakwood and Midland Beach have been on lines that appeal to home seekers, owing to the desirable location and reasonable restrictions, his plan of easy payments enabling those of limited means to own their home.

How great returns brains and money skilfully applied will produce from unpromising material has been shown in the history of New Dorp. As a place of residence nothing could be more desired, for the most desirable ranges of hills in natural terraces, finely wooded and dotted with handsome homes, while on the other side the land slopes down gently to a fine beach as is to be found. The loneliness that so many people fear as the bane of country life has had in New Dorp no chance to make itself felt. As one would say:

"Do you smile, wisely incredulous, as one who should say: 'You are describing to us an earthly paradise?' Mr. Hughes claims that this exactly what New Dorp is. Less than a mile from New Dorp will be found a still newer town, called Oakwood, which is laid out on a new, original and attractive plan. There can be nothing better said of Oakwood than that it shares most of the natural advantages of New Dorp. Its scenery has a beauty of its own and must be seen to be appreciated. In speaking of these two properties Mr. Hughes says:

"The prospective settler who has to choose between the two places has our profoundest sympathy. He will be reminded of the old problem about the donkey between the two bundles of hay, and may perhaps sing, with Captain McHeath in the old ballad:

"How happy could I be with either, Were 'tween dear charmers away!"

One of the many important features of the business consists in supplying machinery for railway locomotive coaling stations, as well as apparatus for handling coal and ash for the large power plants and manufacturing establishments. Such installations may be found in almost every state of the Union, and even in far-away Australia.

One of the recent orders the company has shipped is a number of large gauge electric locomotives to South Africa and the west coast of South America, the peculiar conditions requiring apparatus of special design.

A MODEL DAIRY.

The Meadow Brook Dairy, Leo Sanders, proprietor, No. 54 to 55 Canal street, Stapleton, is a model dairy, that supplies the most exclusive family trade on Staten Island. Established in 1887, the Meadow

Brook Dairy has continued with enviable success under the watchful eye of the Health Department of New York, which has in its reports always pronounced this institution perfect in sanitary arrangements and equipment.

Mr. Leo Sanders, who took over the ownership of this business in 1894, has maintained the high standard of the dairy, which, it is said, is the largest business of its kind in New York City conducted by a private individual. Mr. Sanders' business acumen and close insight to the sanitary arrangement of his plant has enabled him to satisfy the best family trade on Staten Island, besides furnishing many public institutions.

Both of these will be completed by early fall and will employ hundreds of people. In talking with Mr. Dreier he stated:

"Mariner's Harbor being a manufacturing center and only forty minutes to New York City, with a 10-cent fare, it is only reasonable to expect a real estate boom. Now is the time to get in on the ground floor before prices advance. One can now purchase a good six-room cottage for \$2,500 and a good high building lot for \$200. This property is near lot, station and factories."

Mr. Dreier, who is a firm believer in the prosperity of Staten Island, has recently made several large sales, and he looks forward for big demands.

John Milnes Company, general contractors, who have been established twenty years, are offering to build a six-room semi-detached house at a cost of \$3,500, and will guarantee their work thoroughly satisfactory. They are located in the National Bank Building, Port Richmond, Staten Island, and are always ready and willing to respond to any inquiries from prospective home seekers.

A WELL KNOWN BUILDER.

One of the best known builders in New Brighton is W. H. C. Russell, with offices at No. 218 Richmond Terrace. Mr. Russell is the owner on Staten Island of the famous asbestos "Century" shingles, besides being the representative of the Standard Rubber-Roofing and Flooring Company, and is a good high building lot for \$200. This property is near lot, station and factories."

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buildings and many other examples of his craft. Up to date he has put on fifty asbestos shingle and Rubber-rod roofs, and is now building the Clifton Refuse Destructor at Clifton, Staten Island.

## A BIG MACHINERY PLANT.

The C. W. Hunt Company are among the most important industrial establishments on the north shore. This business, which consists of the manufacture of machinery for handling and transporting coal and other materials, including narrow gauge "industrial" railways, electric locomotives, steam and electric hoisting machinery, etc., was organized by the late Charles Wallace Hunt in 1872 and incorporated in 1886.

Originally occupying one small building on Van street, the works have steadily grown until they now cover several acres of ground on both sides of the street, in addition to some three hundred feet of waterfront on the Kill van Kull.

In speaking with a member of the firm, it is interesting to learn that the large coaling station of the United States Navy at Manila, P. I., is equipped with machinery made by the company, besides similar plants installed at the Brenner Navy Yard, California City Point, Guantanamo, Cuba, and at numerous other stations.

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